

18 APRIL 2001



Maintenance

FUNCTIONAL CHECK FLIGHTS

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OPR: 18 OG/CMAQQ (SSgt John R. Fields)
Supersedes 18 WGI 21-101, 15 September 2000

Certified by: 18 OG/OGVF (Major Gary Richter)
Pages: 12
Distribution: F

This instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*, and establishes procedures for Functional Check Flights (FCF) and is an addition to T.O. 1-1-300, AFI 11-206, *General Flight Rules*, AFI 11-401, *Flight Management*, AFI 21-101, *Objective Wing Aircraft Maintenance*, AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, PACAFI 21-101, *Functional Check Flight Procedures*, PACAFI 21-101, *PACAF Objective Wing Aircraft Maintenance*, MCI 11-HH60G, Vol. 3, *Helicopter Operations*, and applicable Dash-6 T.O.s. It applies to 18th Wing and associate units at Kadena AB. This publication does not apply to the Air National Guard or US Air Force Reserve. Commanders and supervisors in operations and maintenance are responsible for compliance with the procedures outlined in this instruction.

SUMMARY OF REVISIONS

This revision deletes the requirement for F-15 aircraft to accomplish FCF every 18 calendar months. Added is the requirement for aircraft to perform FCFs for 50 consecutive no fly days. Clarified FCF requirements for Flight Control Tune-Up Dock. Clarified 18 OG/CC FCF waiver authority. Changed approval authority to enter a pilot into the F-15 FCF upgrade from the 18 OG/CC to the SQ/CC. It also clarifies and changes some HH-60 aircrew currency requirements and documentation. Changed MOC will notify the 18OG/QA at 45 consecutive days down instead of 50 days. Changes the Preflight QVI requirement for Tailored FCF. Changes to 18OG/QA aircrew-briefing procedures Removed F-15 only for paragraph 8.3.6. Finally, this revision includes a minor change to 781 Forms documentation. A bar (|) indicates revision from the previous edition.

1. Responsibilities.

1.1. The 18th Operations Group Quality Assurance (18 OG/QA) will be responsible for managing FCF program maintenance practices and procedures for all 18th Wing assigned aircraft. The 18th

Operations Group Standardization and Evaluation section will be responsible for overall program oversight.

2. Functional Check Flight (FCF) Profiles.

2.1. A full-profile FCF is a flight in which all checklist items are accomplished in accordance with applicable flight manuals, Acceptance, and Functional Check Flight Procedures Manual (Dash-1 TO and Dash-6CF-1).

2.2. A tailored-profile FCF is a flight to check a specific aircraft system; for example, flight controls, engines, generators, etc. Tailored-profile FCFs will only accomplish Dash-6CF-1 checklist items on the specific system affected. (N/A for HH-60G)

2.3. All F-15 FCFs will be full profile unless a tailored-profile FCF has been approved by 18 OG/CC.

3. Configurations.

3.1. F-15 configuration for FCFs is full internal fuel, no external pylons, and all equipment installed. FCFs will not be flown with external tanks or simulated ordnance installed.

3.2. For tailored-profile FCFs due to a specific in-flight malfunction, the aircraft may be configured as required to match the actual flight conditions under which the discrepancy was discovered. F-15 aircraft on a tailored-profile FCF will be flown "clean" without any pylons installed.

3.3. HH-60Gs may fly functional check flights without mission equipment installed. Emergency survival and life support equipment required by MAJCOM regulations will be on board.

4. FCF Requirements.

4.1. F-15, KC-135, E-3, and HH-60G will perform FCFs when required by the applicable aircraft Dash-6 T.O., after an aircraft has not flown for 50 consecutive days, or as directed by the 18 OG/CC, 18 OG/CD(M), or SQ/CC. F-15 aircraft will require an FCF after Flight Control Tune-up Dock.

4.2. An aircraft entered into an FCF profile is prohibited from flying any other mission until released.

4.3. The 18 OG/CC has the authority to waive the 50-day FCF requirement on a case-by-case basis.

5. FCF Restrictions.

5.1. All FCFs flown during normal duty hours, on normal duty days, will be approved by either squadron commander or OG/CC(or designated representative). FCFs requiring waivers or restrictions must be approved by 18 OG/CC. Approval must be received for each FCF attempt (N/A for HH-60G), or when significant changes occur following initial approval (pilot/crew change, weather change, etc.). Authorization procedures for FCFs flown by 33 RQS Det-1 at Osan are referenced in section 13 of this instruction.

5.2. Normally, FCFs will not be flown on weekends or holidays. If necessary, the applicable squadron commander must request approval from the 18 OG/CC, through 18 WG Command Post, the day prior to the scheduled weekend or holiday FCF. Approval will be passed on to the FCF Program Manager NLT 1600 (except Det-1 in Osan) the day prior to the FCF. Squadrons flying weekend or holiday FCFs are responsible for all FCF requirements (pilot, SOF, top 3, etc.).

5.3. F-15/HH-60G FCFs will be conducted in daylight (sunrise to sunset) Visual Meteorological Conditions (VMC). KC-135/E-3 aircraft may fly FCFs during the hours of darkness, if VMC exists at the departure airfield.

5.4. FCFs accomplished during quiet hours will abide by quiet hour restrictions. During quiet hours, F-15s may perform an afterburner (AB) takeoff, but will terminate AB at 300 Knots Calibrated Airspeed (KCAS), or the departure end of the runway, whichever comes first. F-15s will not accomplish a max power climb during quiet hours unless, required for the FCF and approved by the 18OG/CC.

5.5. F-15 FCF takeoff weather minimums will be 3,000 foot ceiling and 3 miles visibility. The ceiling may be waived to no less than 1000 feet. FCFs will not be flown with less than 3 miles visibility.

5.6. When operational requirements demand, the 18 OG/CC may authorize an FCF flight to "Visual Flight Rules (VFR) on top" conditions, with an Instrument Flight Rules (IFR) takeoff. The FCF aircraft must be known operational for flight under IFR conditions IAW T.O. 1-1-300. If the aircraft flight instruments are functioning properly, the pilot may proceed through IMC to "VFR on top" conditions and continue the altitude phase of the check flight in Visual Meteorological Conditions (VMC). All airborne FCF checks will be conducted in VMC.

5.7. For HH-60G helicopters, the weather at the departure airfield and enroute to the FCF area must meet the VFR training minimums of 700 feet/1mile. If the airfield is IFR, the aircrew may request a special VFR departure provided VMC conditions exist in the designated FCF area. These conditions will meet the requirements for "see and avoid" and allow flight clear of clouds IAW AFI 11-202V3 and T.O. 1-1-300. **NOTE:** These restrictions do not apply to ground run and hover check procedures applicable to FCF and OCF requirements.

5.8. Requests to waive weather requirements will be made by the FCF Program Manager to the 18 OG/CC, through 18 WG Command Post, based on operational necessity.

6. Aircrew Qualifications.

6.1. F-15 pilots must be qualified to perform FCF duties IAW PACAFI 21-101. After receiving SQ/CC approval to enter FCF upgrade, pilots will contact the Chief FCF Pilot or FCF Program Manager for upgrade syllabus requirements. Pilots required to perform FCF duties must be authorized on a certification letter signed by the 18 OG/CC. Certification is accomplished after meeting the requirements listed below:

6.2. F-15 aircraft requiring an FCF will only be flown by current and certified FCF pilots. F-15D aircraft that require an FCF may be used to conduct FCF pilot training, with a current and certified FCF pilot in the rear seat.

6.3. HH-60G aircrew must be certified to perform FCF duties IAW PACAFI 21-101 and MDS-specific guidance or in an FCF upgrade training program and under the direct supervision of an FCF-certified instructor. Prospective HH-60G FCF aircrew will be approved by 33 RQS/CC for entry into FCF upgrade training based on 11-2HH-60 series instructions and PACAF Instruction 21-101 requirements. Once approved, 33 RQS aircrew will complete FCF training IAW the 33 RQS FCF Training SOI. Upon successful completion of this training, FCF aircrew will be certified by an FCF-certified instructor IAW AFI 11-2HH-60V2, paragraphs 2.8. and 3.7.14. Additionally, all aircrew required to perform FCF duties must be authorized on a certification letter signed by the 18 OG/CC prior to conducting unsupervised FCFs.

6.4. The initial checkout and annual certification/re-certification programs for FCF pilots and crewmembers consists of, but is not limited to:

6.4.1. A comprehensive briefing on FCF program policies and procedures from an experienced FCF pilot.

6.4.2. Review of procedures listed in this publication.

6.4.3. Review of aircraft specific FCF publications listed in this section.

6.4.4. Review of local FCF procedures for the type of aircraft being flown.

6.4.5. Review of applicable Dash-6 worksheets/checklists.

6.4.6. A written examination of 25 or more questions. Passing grade is 85 percent, correctable to 100 percent.

6.4.7. F-15 FCF pilot checkout will consist of the following minimum training events:

6.4.7.1. Accomplish an FCF profile in the ATD with a current and certified FCF pilot at the console.

6.4.7.2. Accomplish a thorough review of FCF preflight checklist and ground operations procedures with a current and certified FCF pilot in the rear cockpit of an F-15D aircraft or on a headset utilizing an F-15C aircraft. Initial FCF qualification flight may be accomplished after this requirement has been met following a fuel top-off (if required).

6.4.7.3. Accomplish an FCF profile in an F-15D aircraft with a current and certified FCF pilot in the rear seat. F-15D may have wing pylons attached for training sortie.

6.5. An annual certification/re-certification/re-currency briefing is required and may be conducted by a senior squadron FCF pilot, as designated by the FCF OIC.

6.6. Squadrons will document and track initial/annual/re-certification FCF briefings and FCF written examinations in AFORMS.

6.7. Use the following minimum hourly criteria, including student time, to designate F-15 pilots to perform FCF duties:

6.7.1. 750 hours total and 200 hours first pilot PAA time.

6.7.2. 650 hours total and 300 hours first pilot PAA time.

6.7.3. 575 hours total and 400 hours first pilot PAA time.

6.8. KC-135 and E-3 aircrews will be temporarily appointed to perform FCF duties by the 18 OG/CC. These aircrew will be qualified IAW PACAFI 21-101, and will normally be standardization evaluation crewmembers. If not available, the most highly qualified aircrew will be used.

6.9. E-3 flight engineers/flight mechanics must have at least 1250 hours total time and 250 hours PAA time.

6.10. All FCF aircrews will comply with the directives outlined in PACAFI 21-101, T.O. 1-1-300 and local supplements.

7. Currency Requirements.

7.1. FCF pilot currency for F-15 aircraft is 90 days. To remain current, F-15 FCF pilots may accomplish either an FCF flight, or an FCF in an approved ATD. The F-15 Weapons and Tactics Trainer (WTT) is not considered an ATD for FCF purposes.

7.1.1. Non-current FCF pilots will not perform FCF duties. After 90 days, to regain currency, F-15 FCF pilots will accomplish an FCF profile in the ATD with a current and certified FCF pilot at the console. If an ATD is not available, the non-current F-15 FCF pilot will fly an FCF profile supervised by a current and certified FCF pilot. The preferred re-currency profile should be accomplished using an F-15D with the current FCF pilot occupying the rear seat. Profile may be flown with the current FCF pilot supervising from a chase position if an F-15D is not available. If the re-currency is flown as a two-ship, neither F-15 may require an actual FCF. Initial FCF check-out procedures must be accomplished if an FCF pilot remains non-current for more than 6 months.

7.1.2. Any FCF pilot who loses AFI 11-401 qualification (basic aircraft currency) over 6 months, cannot perform FCF duties until re-gaining aircraft currency. The FCF OIC will document loss of currency and completion of re-currency on the FCF crewmember certification letter IAW PACAFI 21-101.

7.2. FCF currency for HH-60G pilots is 180 days IAW PACAFI 21-101, paragraph 9.40.3.3.4. If 180-day currency is lost, HH-60G pilots will complete a comprehensive FCF briefing and a written examination. IAW AFI 11-2HH-60V1, paragraph 5.5, if aircrew (pilot/co-pilot/flight engineer) currency exceeds 365 days; the aircrew will reaccomplish the 33 RQS FCF Training SOI, receive a comprehensive briefing and take the FCF written examination. Additionally, aircrew will fly an FCF sortie, to include a representative sampling of ground and inflight FCF checks, under the supervision of an FCF-certified instructor.

7.3. KC-135/E-3 crewmembers will be current and qualified.

8. FCF Coordination Procedures.

8.1. Squadron Requirements.

8.1.1. Prior to an FCF, squadron maintenance supervisors will accomplish a thorough review of all AFTO Form 781 series forms generated since the last flight to ensure accuracy and completeness, before delivering them to 18 OG/QA for a "Rated" review.

8.1.2. Squadrons must deliver aircraft forms to 18 OG/QA with enough time to allow a complete forms review of approximately 2 hours per 100 pages during normal duty hours. For early morning flights, the forms will be delivered the day prior.

8.1.3. Squadron maintenance supervisors will notify the FCF Program Manager and Squadron Operations when the aircraft pending FCF is forecast to be ready. This will aid in ensuring FCF pilot availability. FCFs should be flown by squadron assigned FCF pilots to the maximum extent possible. If a squadron FCF pilot is not available, the respective squadron operations supervision will be responsible for coordinating an FCF pilot from another squadron.

8.1.4. The F-15 preflight inspection will be valid for 48 hours. After the 48 hour mark, another preflight will be accomplished instead of a Prior to Launch Inspection (PLI).

- 8.1.5. F-15 aircraft that fly any FCF require a Basic Post Flight (BPO)/Preflight inspection, (as applicable) IAW T.O. 1F-15A-6 prior to the next flight, even if the next flight occurs during the same day.
- 8.1.6. For F-15s, ensure pitot heat checks are accomplished prior to FCF pilot arrival. This check must have a Quality Assurance Inspector present during accomplishment.
- 8.1.7. Ensure a SOF/Supervisor is on duty for the duration of the FCF.
- 8.1.8. SQ Top-3 will notify 18 OG/ CC (or designated representative) if an FCF is being flown for any reason other than routine 50-day no-fly cycle or if aircraft did not release on the previous attempt. The SQ/CC retains approval authority.
- 8.2. Maintenance Operations Center (MOC) will notify 18 OG/QA when an aircraft has not flown for 45 calendar days and when an aircraft has entered the Flight Control Tune-up Dock.
- 8.3. 18 OG/QA:
- 8.3.1. Keep a current list of aircraft requiring FCFs.
- 8.3.2. Notify MOC when an aircraft requires an FCF, either a full or tailored profile.
- 8.3.3. Complete a "Rated" forms documentation inspection. Following the forms inspection, complete an aircrew briefing sheet which details all aircraft systems affected during down time.
- 8.3.4. For all FCFs, a "Rated" Preflight Quality Verification Inspection (QVI) will be accomplished by 18 OG/QA (not required for 33RQS).
- 8.3.5. The 33 RQS aircraft will have a "Rated" QVI on the components causing the FCF.
- 8.3.6. Keep a current list of FCF qualified aircrews and monitor their currency.
- 8.3.7. Contact the squadron requiring the FCF to confirm the aircrew the day prior to the proposed FCF. Ensure the aircrew is current and qualified.
- 8.3.8. Provide Command Post with the call sign, aircrew line-up, tail number, and reason for the FCF. Ensure the Command Post notifies the Supervisor of Flying (SOF) and coordinate squadron commander, 18 OG/CD or 18 OG/CC approval for the flight (see para. 5.1.).
- 8.3.9. F-15 FCFs will be accomplished with other F-15s airborne in the local area to the maximum extent possible. The 18 OG/CC will be notified to approve an FCF that is accomplished without another airborne F-15.
- 8.3.10. Thoroughly brief FCF aircrews by highlighting all maintenance actions accomplished on the aircraft since its last flight, utilizing the aircrew-briefing sheet.
- 8.3.11. Advise the MOC of projected take-off time, and aircrew arrival time at the aircraft.
- 8.3.12. Following FCF flight debrief, review all maintenance documents and the FCF checklist for completeness and accuracy, then turn them over to the appropriate flying squadron PS&D for proper filing and disposition.
- 8.3.13. The 18 OG FCF OIC will chair a semi-annual meeting with all 18 OG FCF aircrews and QA FCF Managers.

9. Aircrew Responsibilities.

- 9.1. When scheduled for an FCF, aircrews will coordinate with 18 OG/QA to determine the estimated arrival time and projected take-off time.
- 9.2. Coordinate with the 18 OG/QA FCF section for briefing time and location.
- 9.3. Follow the procedures in all applicable regulations, technical orders, and the 18 OG/QA FCF read file.
- 9.4. Confirm currency and Go/No-Go items (SEPT, Boldface, FCIF, DNIF), squadron read files, and the 18 OG/QA FCF read file prior to arriving at QA for the flight.
- 9.5. Ensure a unit SOF/supervisor is on duty before taxi.
- 9.6. During an HH-60G FCF, maintenance personnel required on board in flight will wear Nomex flightsuits. All personnel other than the aircrew must be coordinated with the FCF aircraft commander and will be manifested IAW PACAFI 21-101.

10. Aircraft Release Guidance.

10.1. Full-Profile FCF.

10.1.1. The aircraft will not be released unless it is considered to be safe for the most demanding mission, under the most demanding conditions.

10.1.2. Once an aircraft enters full profile status, it will remain in full profile status until flown and released. A written authorization will be required from 18 OG/CC to remove an aircraft from full profile FCF status. Because of restricted operating areas, pilot technique or other limiting factors, a full check flight profile may require more than one flight. Therefore, it is permissible to divide the recommended check flight profile as required, to compensate for these conditions until it releases from the FCF.

10.1.3. Consideration should be given to which systems are faulty. Systems that can be safely checked by any pilot on a normal mission, (IAW aircraft Dash-1 procedures) should normally not prevent aircraft release.

10.1.4. Aircraft with problems noted during flight control checks, engine restarts, rudder limiter checks, idle lockout checks, and high AOA checks, will not be released. For additional guidance, refer to the FCF program aircrew read file maintained at the FCF program office (18 OG/QA).

10.2. Tailored-Profile FCF: An aircraft will be released after a tailored-profile FCF if the affected system passes the FCF. All malfunctions noted will be documented in the aircraft AFTO Form 781A, **Maintenance Discrepancy and Work Document**.

11. FCF Area.

11.1. FCFs will be accomplished in the designated FCF areas/routes listed below or as identified on the maps located in the FCF Program Manager's office. Profiles will be flown at appropriate VFR altitudes.

11.1.1. All aircraft will, to the maximum extent possible, maintain positive radar and radio contact at all times with RAPCON/GCI and/or other controlling agencies during FCF missions. Fixed-wing pilots must contact RODERICK Control on UHF 276.3 for in-flight following and traffic advisories when operating outside of Kadena RAPCON controlled airspace. Weather per-

mitting, the southern F-15 FCF route is preferred, and will be flown from Kadena in a counter-clockwise flow direction.

11.1.2. HH-60G aircraft will fly FCF missions in approved FCF areas (see [Attachment 1](#)), as necessary, for mission accomplishment. HH-60G aircraft will make advisory calls on and monitor appropriate common frequencies (i.e. - CTA/NTA) when operating outside of Kadena RAPCON controlled airspace.

11.1.2.1. FCF Area 1 will be the primary FCF area for HH-60G aircraft. FCF Area 1 includes airspace from 500 Mean Sea Level (MSL) through 2,000 MSL and is bounded by: (1) N26°40.25-E127°38.50 (344°/20NM) to (2) N26°38.75-E127°48.90 (012°/17.5NM) to (3) N26°34.50-E127°59.10 (046°/17.5NM) to (4) N26°30.00-E127°50.75 (030°/9.6NM) to (5) N26°27.00-E127°48.25 (023°/5.9NM) to (6) N26°27.00-E127°43.85 (344°/6.0NM), back to (1).

11.1.2.2. FCF Area 2 will be the secondary FCF area for HH-60G aircraft in the event weather or other restrictions/limitations prohibit operations in Area 1. FCF Area 2 includes airspace from 500 MSL through 1,000 MSL and is bounded by (1) N26°21.65-E127°52.40 (092°/5.7NM) to (2) N26°32.25-E128°04.90 (062°/20NM) SSE along the 20 Distance Measuring Equipment (DME) arc to (3) N26°10.25-E128°04.65 (128°/20NM) back to (1).

11.1.2.3. FCF checks may be performed within the Kadena ATA, Futenma ATA, and enroute to/from FCF Areas 1 and 2.

11.1.2.4. FCF checks may be performed in the airspace above FCF Area 1, FCF Area 2, the Kadena ATA and the Futenma ATA with RAPCON approval if higher altitudes are necessary to complete required checks, avoid weather or deconflict with other traffic.

11.1.2.5. All autorotations required by FCF will be performed over a hard surface, in an area that is accessible by crash/recovery response crews and equipment (i.e. - Kadena AB, MCAS Futenma).

11.1.3. KC-135/E-3 FCF flights will normally be flown in local warning areas under GCI control.

11.2. When an FCF must be conducted anywhere other than in the designated areas, a waiver must be granted by the 18 OG/CC. At no time will the Mach run be made outside of the Mach run corridors. Supersonic flight shall not be conducted within 30 DME of Kadena, or pointed towards land.

12. Operational Check Flights (OCF).

12.1. SQ/CCs will approve all OCFs. The FCF Program Manager will review all OCF's before flight. Fly OCFs with qualified aircrews when an operational check is not listed as a Dash-6 FCF requirement and when either of the following conditions exist:

12.1.1. Test equipment does not exist to perform the operational check on the ground.

12.1.2. An in-flight operational check is required by Dash-1 and Dash-2 technical data.

12.2. F-15 OCF pilots must be at least a flight lead unless waived by squadron commander. Takeoff minimums for F-15s will be 1,500'/3. F-15/HH-60G OCFs will be conducted in daytime (sunrise to sunset). Highly qualified aircrews will fly OCFs on KC-135/E-3 aircraft.

12.3. The squadron Top-3 will notify 18 OG/CC of all intended OCFs to be flown outside of the normal flying window.

12.4. Under no circumstances will a Dash-6CF-1 FCF check be performed during an OCF, even if the crew is FCF qualified. Aircraft that require Dash-6CF-1 FCF checks must be placed in FCF status.

13. FCF Procedures for 33 RQS/Det-1 (Osan).

13.1. HH-60G FCFs at Osan may be approved by the 33 RQS Det-1/CC, 33 RQS/CC, 18 OG/CD or 18 OG/CC. Only the 18 OG/CC may grant waivers for FCFs flown at Osan. Det-1 will coordinate all HH-60G FCFs through the 18 WG Command Post and the 18 OG/QA FCF office. Local flight coordination is also required with 51 FW Base Operations, 51 FW Command Post, and 51 FW RAPCON for radar control and flight following. All FCFs will be flown in the Osan HH-60G FCF area as depicted in Figure 14.1. unless waived IAW paragraph 12.1.3. of this instruction. Any FCFs flown outside normal duty hours or normal duty days, or that require a waiver or restriction, shall reference section 5 of this instruction.

13.1.1. The Osan HH-60G FCF area (see [Attachment 2](#)) includes airspace from 500 AGL through 6,000 MSL and is bounded by (1) N36°55.50'-E126°51.75', (2) N37° 04.50'-E126°50.75', (3) N37°07.50'-E126°47.00', (4) N37°07.50'-E126°41.01', (5) N 37° 16.00'-E126°41.00', (6) N37°16.00'-E126°54.00', (7) N37°11.50'-E126°53.99', (8) N37°09.35'-E126°57.85', (9) N37°06.72'-E126°55.63', (10) N37°03.50'-E126°55.63', (11) N37°01.25'-E126°57.55', (12) N36°59.00'-E126°55.81', (13) N36°55.50'-E126°55.60', back to (1). Prior to conducting FCFs, contact Osan Approach Control and request radar monitoring and the status of Kooni Range. Aircraft will monitor Osan Approach Control while conducting FCFs and remain west of the ATA boundaries of Suwon, Osan, and Desiderio AAF (A-511).

13.1.2. FCF checks may be performed in the Osan ATA, the A-511 ATA and enroute to/from the FCF Area.

13.1.3. FCF checks may be performed in the airspace above the FCF Area, the Osan ATA and the A-511 ATA with RAPCON approval if higher altitudes are necessary to complete required checks, avoid weather or deconflict with other traffic.

13.1.4. The 33 RQS Det-1 will fax a completed copy of 5 AF Form 3, AF Form 2400, AFTO Form 781, green bordered 781A and additional documents pertaining to the FCF to 18 OG/QA FCF office at DSN 634-3180 after every FCF.

13.1.5. If an FCF requirement arises, and no qualified FCF crews are available IAW PACAFI 21-101, the detachment commander or 33 RQS/CC will identify the most highly qualified available crews to perform FCF duties while deployed. Each crewmember must complete a 25-question examination, and be briefed on the provisions of T.O. 1-1-300, and be completely familiar with local FCF procedures. The temporary certification is only valid for the duration of the aircrew's deployment. **NOTE:** 18 OG/CC is the authorized temporary waiver authority.

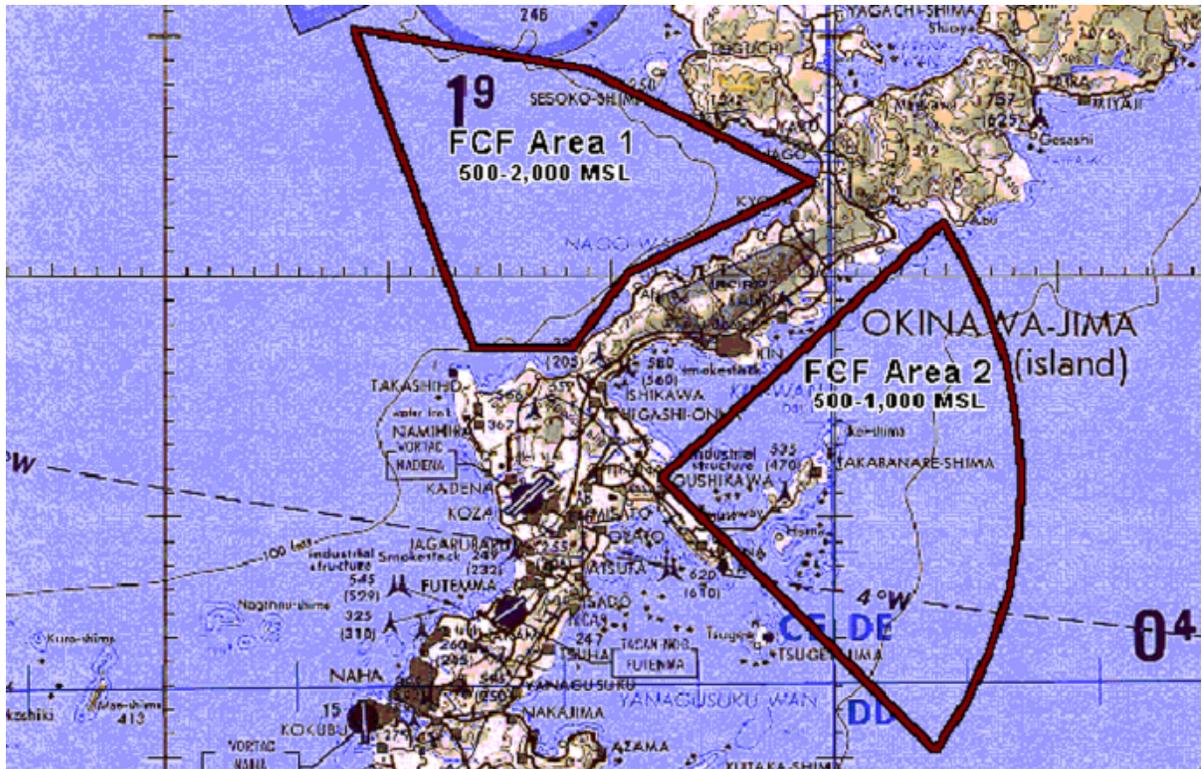
14. FCF Documentation. A green bordered AFTO Form 781A will be placed in front of existing AFTO Form 781A's by authorized FCF personnel to identify the aircraft as entered into FCF status. All aircrew reported FCF discrepancies will be annotated on the bordered FCF AFTO Form 781A. If required, additional green bordered AFTO Form 781A's will be used to record aircrew reported FCF discrepancies. All other routine (non-FCF related) discrepancies will be documented normally in the aircraft forms. The

AFTO Form 781 series will not be transcribed until the aircraft is released from FCF status by the aircrew. The AFTO Form 781H will be folded over at the end of the flying day and a new AFTO Form 781H will be initiated for the next flying period.

GARY L. NORTH, Brigadier General, USAF
Commander, 18th Wing

Attachment 1

HH-60G FCF AREA



Attachment 2

OSAN HH-60G FCF AREA

